

Michigan Drivers Age 20 and Younger



**2019-2022
Action Plan**

October 2018

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Disclaimer Statement

The members of the Drivers Age 20 and Younger Action Team have prepared this document. It is considered a living document and is a compilation of activities and initiatives to address young driver safety in the State of Michigan.

The Action Team is part of a network of ad hoc committees comprised of local, state, federal, and private partners working in collaboration with the Governor's Traffic Safety Advisory Commission (GTSAC) to identify traffic safety challenges and comprehensive solutions. The result of these efforts will support achievement of the mission, vision, and goals identified in the State's Strategic Highway Safety Plan (SHSP). While the strategies identified in the State's SHSP have been approved by the GTSAC, the activities and initiatives identified in this Action Plan, as well as any opinions or conclusions expressed, are those of the individual Action Team member agencies and not necessarily those of the GTSAC.

Introduction

Formerly the Drivers Age 24 and Younger Action Team, the Drivers Age 20 and Younger Action Team established its current identity in August 2018. The change to 20 and Younger was made based on alignment with NHTSA performance measures relating to young drivers, as well as the understanding that many issues that are problematic for drivers age 21-24, such as alcohol use and lack of seat belt use are already addressed by other existing action teams.

National Statistics

In the 15- to 20-year-old age group, driver fatalities declined by 40 percent from 2007 to 2016. In 2016 there were 1,908 young drivers killed in motor vehicle crashes. The number of licensed young drivers decreased by 8.8 percent in the 10-year (2007 to 2016) period but increased by 2.1 percent from 2015 to 2016. Nine percent of all drivers involved in fatal crashes in 2016 were 15 to 20 years old. Young drivers accounted for 5.4 percent of the total number of licensed drivers in the United States in 2016. The rate of drivers involved in fatal crashes per 100,000 licensed drivers for young female drivers was 23.28 in 2016. For young male drivers in 2016, the involvement rate was 51.08, about 2.2 times that of young female drivers. During 2016 there were 254 motorcycle riders 15 to 20 years old killed in crashes. Of the young drivers killed with known restraint use, 47 percent were unrestrained at the time of the crashes in 2016. Twenty-four percent of young drivers 15 to 20 years old who were killed in crashes in 2016 had blood alcohol concentrations (BACs) of .01 g/dL or higher; 82 percent of those young drivers had BACs of .08 g/dL or higher. NHTSA estimates that minimum-drinking-age laws (21 years old) have saved 31,417 lives since 1975.¹

In 2016, a total of 2,820 teenagers ages 13-19 died in motor vehicle crashes. This is 68 percent fewer than in 1975 and 3 percent more than in 2015. About 2 of every 3 teenagers killed in crashes in 2016 were males. Since 1975, teenage crash deaths have decreased more among males (72 percent) than among females (57 percent). Teenage motor vehicle crash deaths in 2016 occurred most frequently from 9 p.m. to midnight (18 percent), followed closely by the time between 6 and 9 p.m. (16 percent) and between 3 and 6 p.m. (15 percent).²

Young drivers are less likely than adults to drive after drinking alcohol, but their crash risk is substantially higher when they do. This is especially true at low and moderate BACs. The estimated

¹ National Center for Statistics and Analysis. (2018, February). *Young drivers: 2016 data*. (Traffic Safety Facts. Report No. DOT HS 812 498). Washington, DC: National Highway Traffic Safety Administration.

² Posted December 2017 by the Insurance Institute for Highway Safety at www.iihs.org/iihs/topics/t/teenagers/fatalityfacts/teenagers/2016

percentage of fatally injured passenger vehicle drivers ages 16-17 who had BACs at or above 0.08 percent in 2016 was 12 percent, down 71 percent since 1982. Most of this decline took place in the 1980s.³

It is widely recognized most novice drivers do not have sufficient experience to handle the complex task of driving when they are first licensed. Moreover, the late teen years involve continuing developmental changes that characterize the transition from childhood to adulthood. These changes result in a variety of behaviors that are risky when they occur in a motor vehicle. Young drivers are more likely than older adult drivers to engage in risky driving behaviors such as speeding and allowing shorter headways. Although such behaviors are sometimes intentional, young driver crashes generally result from errors in attention, failing to recognize hazards, and driving too fast for conditions. Reducing young driver crashes will involve effectively addressing both the youthful propensity to engage in risky behaviors and lack of experience.⁴ The lack of seat belt use is another risky teen behavior.

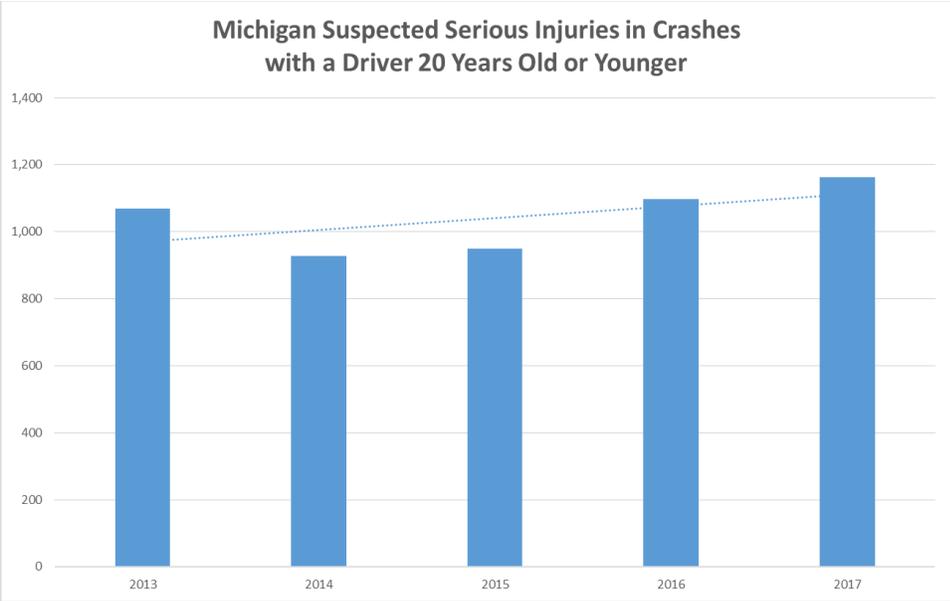
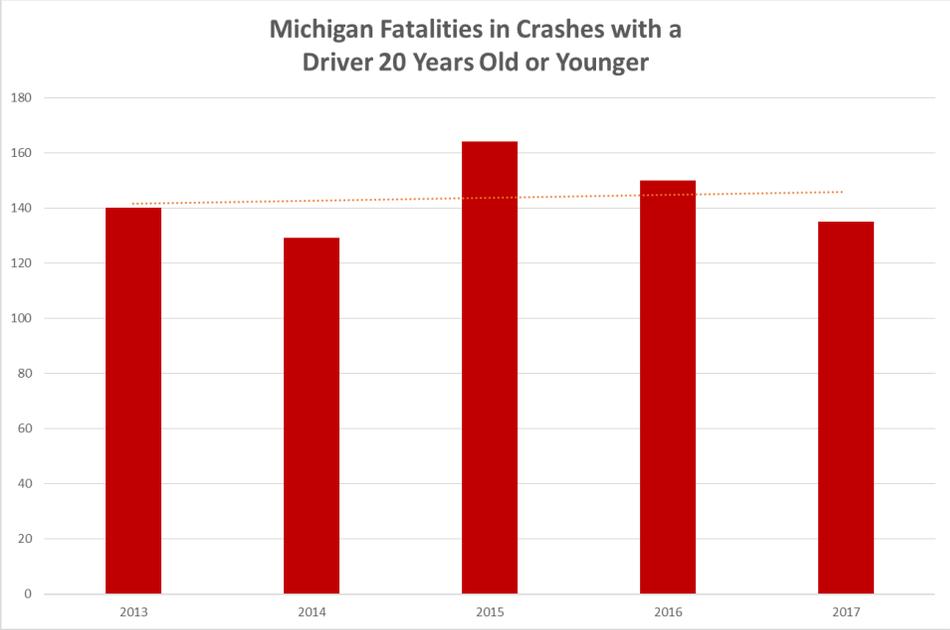
Michigan Statistics

In 2017, drivers age 20 and younger constituted 7 percent of all licensed drivers in Michigan. However, 19 percent of all suspected serious injuries and 13 percent of all traffic fatalities involved drivers age 20 and younger.

Year	Number of Licensed Drivers Age 20 and Younger	Total Number of Licensed Drivers	Percent of Total Licensed Drivers Age 20 and Younger	Traffic Fatalities Involving Drivers Age 20 and Younger	Total Traffic Fatalities Involving All Drivers	Percent of Total Traffic Fatalities that Involved a Driver Age 20 and Younger	Total Suspected Serious Traffic Injuries that Involved a Driver Age 20 and Younger	Total Suspected Serious Traffic Injuries Involving All Drivers	Percent of Suspected Serious Injuries that Involved a Driver Age 20 and Younger
2013	538,435	7,096,836	8%	140	951	15%	1,069	5,283	20%
2014	523,819	7,130,205	7%	129	876	15%	928	4,909	19%
2015	526,980	7,158,316	7%	164	963	17%	950	4,865	20%
2016	522,090	7,176,692	7%	150	1,064	14%	1,097	5,634	19%
2017	519,340	7,200,401	7%	135	1,028	13%	1,162	6,084	19%

³ Ibid.

⁴ National Cooperative Highway Research Program Report 500, Volume 19: A Guide for Reducing Collisions Involving Young Drivers



Goals

Prevent traffic fatalities involving drivers age 20 and younger from reaching 150 in 2022.

Prevent suspected serious injuries involving drivers age 20 and younger from reaching 1,370 in 2022.

Reduce the percentage of total traffic fatalities that involve a driver age 20 and younger to be comparable to the percentage of total licensed drivers among the same age group.

Reduce the percentage of suspected serious injuries that involve a driver age 20 and younger to be comparable to the percentage of total licensed drivers among the same age group.

Strategies, Objectives, and Activities

Strategy 1: Implement or improve graduated driver licensing systems
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Michigan’s current graduated driver licensing (GDL) requirements are displayed in the table below along with the optimal requirements from *A New GDL Framework: Evidence Base to Integrate Novice Driver Strategies*, Traffic Injury Research Foundation, 2014 (support from NHTSA, National Safety Council, TIRF, Allstate Foundation).

Stage	Michigan’s GDL Requirements August 2016	Optimal GDL
Learner:		
Entry Requirements	Age 14 years and 9 months	Age 16
Length	Six months	12 months
Supervised Driving Time	50 hours, 10 of which must be at night	80 – 120 hours
*Restrictions	Must have parent or licensed driver age 21 and above in vehicle	Must display decal No cell phone use
Intermediate:		
Entry Requirements	Age 16 Must be 90-days crash and violation-free	Age 17
Length	Six months	12 months
*Restrictions	10:00 p.m. to 5:00 a.m. No more than one passenger under age 21	9 or 10:00 p.m. – 5:00 a.m. Zero or one passenger No cell phone use
Full:		
Entry Requirements	Age 17 Must be 12 months crash and violation-free	Age 18 Pass advanced on-road exit test(s) and/or maintain clean driving record

**Although not a GDL restriction, teen drivers with a Level 1 or Level 2 GDL are prohibited from using a mobile telephone.*

Objective 1 - Strengthen and improve upon graduated driver licensing (GDL) laws in order to reduce traffic fatalities and incapacitating traffic injuries involving teen drivers.

Ongoing Activities:

Continue to explore recommended GDL provisions and their potential impact in Michigan.

Lead Agency: DA20Y Action Team

Contact Name: Action Team Chair

Short-Term (1-2 Years) Activities:

The DA20Y team will consider the newly developed GDL Framework Safety Center and develop proposed changes to Michigan GDL.

Lead Agency: DA20Y Action Team

Contact Name: Action Team Chair

Strategy 2: Publicize, enforce, and adjudicate laws pertaining to young drivers

Objective 2 - Publicize laws pertaining to young drivers.

Ongoing Activities:

Continue to host www.Michigan.gov/teendriver, publish and distribute the *Michigan's Graduated Driver Licensing: A Guide for Parents*; *Michigan GDL Parent Checklist*, *The Parent's Supervised Driving Guide*, *What Every Driver Must Know*, and *Your Probationary License* publications.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

OHSP will continue to provide Kelsey's Law "Put your phone in park" brochures. This publication is listed in Michigan's Traffic Safety Materials Catalog and is on the OHSP website at www.Michigan.gov/OHSP.

Lead Agency: OHSP

Contact Name: Linda Fech

Develop and/or promote "young driver" related resource materials and content at events and via other methods as appropriate.

Lead Agency: DA20Y Action Team

Contact Name: Action Team Chair

Short-Term (1-2 years) Activities:

Explore forming a Social Media Activities committee to identify/develop content, packages of posts, tweets etc. related to teen driving laws.

Lead Agency: DA20Y Action Team

Contact Name: Action Team Chair

Objective 3 - Encourage enforcement of laws pertaining to young drivers including enforcement of GDL restrictions.

Ongoing Activities:

The MDOS will continue to monitor teen drivers as well as all new drivers on probation and respond accordingly (warning letter or driver reexamination) when traffic violation convictions are posted to the driving record.

Lead Agency: MDOS

Contact Name: Traffic Safety Division

Short-Term (1-2 years) Activities:

Update the outdated GDL tip card (First & 10 Brochure #1310) for law enforcement officers and conduct educational outreach.

Lead Agency: OHSP

Contact Name: Linda Fech

Strategy 3: Promote parent awareness of teen driving risks and parent engagement, and assist parents in managing their teens' driving

Objective 4 - Improve methods to engage parents to take ownership of their role and responsibilities in managing their teens' driving.

Ongoing Activities:

Continue to host www.TeenDriving.AAA.com.
Lead Agency: American Automobile Association (AAA)
Contact Name: TrafficSafety@ACG.AAA.com

Continue to review current publications provided to parents of teen drivers and revise information as appropriate. Identify gaps in available resources and prepare recommendations to develop them as appropriate.

Lead Agency: MDOS
Contact Name: Traffic Safety Division

Continue to promote the Michigan Graduated Driver Licensing Parent Checklist to parents. Evaluate distribution efforts and improve them as appropriate.

Lead Agency: MDOS
Contact Name: Traffic Safety Division

Continue to work towards development, implementation, and study of a Michigan orientation program for parents/legal guardians of teens beginning the GDL process. Engage parents on the importance of GDL, driver training, and managing their teens driving.

Lead Agency: MDOS
Contact Name: Traffic Safety Division

Objective 5 - Develop and promote effective resources for parents to help manage their teen drivers with a Level 2 license and beyond.

Ongoing Activities:

The Michigan Sheriffs' Association (MSA) will continue the *S.T.O.P.P.E.D. (Sheriffs' Telling Our Parents and Promoting Educated Drivers)* program that is running in all 83 Michigan counties. The initiative is a voluntary notification system connecting law enforcement with parents when a teen driver is stopped for a traffic violation. Any officer (city, township, or state) who stops a car with a sticker may notify MSA and they will send the parents a letter with the chief's or post commander's contact information. The program is free to parents, and every SOS office is providing brochures about the program to parents.

Lead Agency: Michigan Sheriffs' Association
Contact Name: Sheriff Kim Cole

The Michigan Department of State will continue to send notifications to parents when their teens violate GDL restrictions.

Lead Agency: MDOS
Contact Name: Traffic Safety Division

Strategy 4: Improve young driver training

Objective 6 - Continuously review and improve teen driver education.

Ongoing Activities:

Continue the pilot program to conduct a quantitative evaluation of driver education programs via request for completion of a survey by all driver education students participating in classes through the pilot providers. Parents of the teens will also be requested to complete a separate survey. Upon completion of the pilot, a recommendation will be made as to continuation and/or expansion of the pilot project or cessation of pursuing the recommendation.

Lead Agency: MDOS

Contact Name: Driver Programs Division

Develop a strategy to increase hours of instruction in teen driver education to align with the national standards.

Lead Agency: MDOS

Contact Name: Driver Programs Division

The MDOS is responsible for prescribing Michigan's driver education curriculum. The current prescribed curriculum is based on national standards from the American Driver and Traffic Safety Education Association (ADTSEA). It is based on the current national *ADTSEA 3.0 Curriculum* and was updated in 2013. ADTSEA is currently developing a 4.0 curriculum. As ADTSEA updates its national curriculum, the MDOS will update its prescribed curriculum to reflect changes and enhancements.

Lead Agency: MDOS

Contact Name: Driver Programs Division

Continue to include "information concerning the laws pertaining to bicycles, motorcycles, and other vulnerable roadway users, including pedestrians," in Michigan driver education pursuant to the passage of Public Act 277 of 2018. Update the list of resources developed for driver education instructors for usage in their classrooms as appropriate.

Lead Agency: MDOS

Contact Name: Driver Programs Division

The Michigan Center for Truck Safety is providing information about sharing the road with commercial motor vehicles to driver education instructors. Additional outreach includes educational materials, attending safety fairs and community events, and using a simulator to teach CMV traffic safety and sharing the road.

Lead Agency: Michigan Center for Truck Safety

Contact Name: Michelle Zemla

Short-Term (1-2 years) Activities:

Consider and evaluate the option of online classroom driver education opportunities for teen driver education that meet the North American Council for Online Learning's national standards or other national standards for online learning.

Lead Agency: MDOS

Contact Name: Driver Programs Division

Based upon a review completed of the American Academy of Sleep Medicine - Drowsy Driving Initiative (2016) recommendations and compared to Michigan driver education program, consider: 1) incorporating recommended test questions in the Segment 1 test question pool, 2) using the AASM videos in teen driver education, and 3) adding fatigue/drowsy driving on Segment 2 Fact Sheets.

Lead Agency: MDOS

Contact Name: Driver Programs Division

Objective 7 - Improve delivery of teen driver education and training.

Ongoing Activities:

MDTSEA continues to review professional development offerings for driver education instructors and presents, through its yearly conference, topics that provide needed professional development to these instructors and providers. In addition, MDTSEA continues to develop professional development offerings that can be completed off site.

Lead Agency: MDTSEA

Contact Name: Sandra Maxwell

Short-Term (1-2 years) Activities:

Explore and prepare recommendations on how to leverage professional development (or develop opportunities) for driver education instructors that will encourage them to go above minimum standards, help them engage students, and provide them with additional resources, etc. Consider professional development options for driver education instructors and develop recommendations to expand and improve upon them as appropriate.

Lead Agency: MDOS

Contact Name: Driver Programs Division

Objective 8 - Develop new and/or enhance current educational programs for target groups of drivers (e.g., drivers age 18+) intended to reduce traffic crashes, injuries, and fatalities.

Ongoing Activities:

The MSP will continue to provide the *Teenage Defensive Driving Course*. This is an eight-hour program for teens with a GDL Level 2 license. The areas covered in the class and reinforced during practical exercises are defensive driving, skid control, serpentine, controlled braking, evasive maneuvering, confined area maneuvering, and off-road recovery. The curriculum includes seven hours of hands-on training and one hour of classroom instruction. MSP patrol vehicles will be provided for all driving exercises.

Lead Agency: MSP

Contact Name: Precision Driving Unit

Short Term (1-2 years) Activities:

Develop and maintain a list of current educational programs for target groups of drivers.

Lead Agency: DA20Y Action Team

Contact Name: Action Team Chair

Strategy 5: Employ school-based strategies

Objective 9 - Develop school-based programs to be implemented by student audiences across Michigan to reduce traffic fatalities and serious injuries.

- Utilize student voice when appropriate and useful to members of any subcommittee.
- Ensure that tactics include existing resources from organizations, companies, and other institutions (e.g., Ionia Intermediate School District's *Drive2Survive*, *State Farm Project Ignition*)
- Continue to engage stakeholders in the process. This includes parents, community leaders, businesses, education professionals, etc.

- Keep teen driver education projects ongoing in nature rather than one time or passive events.

Ongoing Activities:

Continue to promote teen traffic safety education and resources to schools and encourage their implementation.

Lead Agency: Michigan Department of Education

Contact Name: Mary Teachout

Continue the *Strive for a Safer Drive (S4SD)* program, which is a statewide high school-based safe-driving initiative led by teens for teens. The program is sponsored by Ford Driving Skills for Life and OHSP. High schools are given \$1,000 to support a traffic safety campaign. Students choose a traffic safety topic such as distracted driving, use of seat belts, impaired driving, speeding, or winter driving and develop a traffic safety campaign. Campaigns are documented in a video or PowerPoint and winners are selected by the sponsors with the top 5 receiving cash prizes. Participating schools attend a *Ford Driving Skills for Life Hands-on Driving Clinic* in the spring.

Lead Agency: OHSP

Contact Name: Linda Fech

Collaborate with the Michigan Association of Student Councils(MASC)/Michigan Association of Honor Societies (MAHS) to engage teen leaders to develop traffic safety programs in schools with the goal of decreasing teen traffic crashes. Develop a method for tracking which schools have teen traffic safety programs and the focus/general content.

Lead Agency: MASC/MAHS Michigan Student Leadership

Contact Name: Matt Alley

The Michigan Trauma Coalition (MTC) is very active in advocating for development of evidence-based programs for prevention and care of traumatic injury. MTC represents over 65 trauma center member hospitals which have designated injury prevention professionals providing outreach in communities throughout the state. These professionals coordinate to deliver presentations regarding teen driver safety by discouraging distracted and impaired driving, education and overview of the Graduated Driver's License (GDL), while encouraging proper use of seatbelts/restraints for every rider. Most presentations are given in high schools, but are also provided for youth groups, clubs, and even parents of young drivers. Efforts continue throughout the year and are often partnered with other facilities or outside corporations to reach a higher number of people.

Lead Agency: Michigan Trauma Coalition, Injury Prevention Committee

Contact Name: Karla Klas, Chair and Maurice Cox, Vice Chair

The AAA *PROMise* campaign supports the discussion of the dangers of underage drinking, illegal drug use and impaired driving between young drivers and their parents. The program provides a variety of tools that encourage teens to refrain from using alcohol or other drugs, driving impaired or driving with someone who is not sober. One of those tools is the AAA *PROMise* written agreement that reinforces a strong parent-teen relationship. The agreement states that if a teen needs help getting home safely, they can call their parent for a safe ride home and not risk the negative consequences. The targeted time period for this campaign is during prom and graduation season, when the risks for alcohol-related crashes often increase. The AAA *PROMise* kit is available to all Michigan high schools at no cost.

Lead Agency: AAA

Contact Name: Sandra Maxwell, The Auto Club Group, AAA Michigan

Continue to support and promote the driving simulator program in Michigan High Schools. Simulators are deployed throughout the state to ensure requests for this hands-on activity can be met. The simulator contact list is available on the OHSP webpage at www.Michigan.gov/OHSP.

Lead Agency: OHSP

Contact Name: Linda Fech

Short-Term (1-2 years) Activities: TBD

Strategy 6: Provide recommendations related to young driver safety legislation

Objective 10 – Improve Michigan laws related to young drivers.

Short-Term (1-2 years) Activities: TBD

Strategy 7: Employ activities focused on drivers age 18-20

Objective 11 - Identify and implement programs to decrease traffic crash fatalities and serious injuries involving Michigan drivers age 18-20.

Short-Term (1-2 years) Activities:

Review the possibility of upgrading the written test given to 18+ year olds who have not taken driver education to more closely compare with the test required of students completing driver education.

Lead Agency: MDOS

Contact Name: Traffic Safety Division and Driver Programs Division

Consider requiring for some form of driver education and graduated licensing for drivers age 18-20.

Lead Agency: MDOS

Contact Name: Traffic Safety Division and Driver Programs Division

Acronyms

AAA	American Automobile Association
ADTSEA	American Driver and Traffic Safety Education Association
DA20Y	Drivers Age 20 and Younger
GDL	Graduated Driver Licensing
GTSAC	Governor's Traffic Safety Advisory Commission
MAHS	Michigan Association of Honor Societies
MASC	Michigan Association of Student Councils
MASSP	Michigan Association of Secondary School Principals
MDOS	Michigan Department of State
MDOT	Michigan Department of Transportation
MDTSEA	Michigan Driver and Traffic Safety Education Association
MSP	Michigan State Police
NHTSA	National Highway Traffic Safety Association
OHSP	Office of Highway Safety Planning
S4SD	<i>Strive for a Safer Drive</i>
SHSP	<i>Strategic Highway Safety Plan</i>
SOS	Secretary of State
STOPPED	<i>Sheriffs' Telling Our Parents and Promoting Educated Drivers</i>

Acknowledgements

The Drivers 20 and Younger Action Team is comprised of members of the following organizations:

Executive Enterprise Driving Academy, LLC
Ford Automotive Safety Office
General Motors
Kids Driving Responsibly
Meridian Township Police Department
Michigan Association of Secondary School Principals
Michigan Association of Student Councils/Michigan Association of Honor Societies
Michigan Center for Truck Safety
Michigan Department of Education
Michigan Department of Health and Human Services
Michigan Department of State
Michigan Department of Transportation
Michigan Driver and Traffic Safety Education Association
Michigan Sheriffs' Association
Michigan State Police
Michigan Teen Safe Driving Coalition
Michigan Trauma Coalition, Injury Prevention Committee
Office of Highway Safety Planning
Southeast Michigan Council of Governments
Student Leadership Services
The Auto Club Group, AAA Michigan
University of Michigan Transportation Research Institute